

ITEM 8-C

CITY OF ALAMEDA

Memorandum

To: Honorable President and
Members of the Planning Board

From: Andrew Thomas, AICP
Acting City Planner

Date: September 24, 2012

Re: **Amendment to Major Design Review Conditions PLN10-0337 – 2216 Lincoln Avenue. Applicant: Satellite Housing and Housing Consortium of the East Bay.** The applicant requests removal of one parking condition relating to the prior approval of a Major Design Review for the construction of a 19-unit affordable housing project on approximately .48 acres. The site is a former City staff parking lot within the R-6, Hotel Residential District zoning district

BACKGROUND

The subject property is a 20,991 square foot parcel that formerly contained a 3-unit apartment building that was demolished in 1961. The site was used as a City parking lot until 2010 when City staff parking was relocated to the new downtown garage.

On January 10, 2011, the Planning Board approved a Design Review application for a 19-unit rental housing project for low-income, developmentally disabled (DD) adults. The new project will be developed and managed by a partnership between the Alameda Housing Authority and two local non-profit housing developers, Housing Consortium of the East Bay (HCEB) and Satellite Housing. At the hearing, the Planning Board considered the parking needs for the 18 low income developmentally disabled adults and the one on-site manager and determined that eight on-site parking spaces would be adequate to serve the building and its occupants. On the recommendation of staff, the Planning Board included Traffic and Transportation Condition #9 that places additional burdens on the project to limit automobile use by the occupants.

DISCUSSION

After approval of the project, Satellite Housing and Housing Consortium of the East Bay commissioned a parking study to determine parking demand in similar projects. TJKM Transportation Consultants conducted the Parking Study and completed its report in February, 2012 (see Exhibit 1). The Parking Study surveyed two similar projects in the East Bay and monitored parking demand of developmentally disabled tenants, guests and service providers. Based on these surveys, the transportation consultants

concluded that the Jack Capon Villa project would generate a demand for six on-site parking spaces. The project, as approved, would provide eight on-site spaces.

With the conclusion of the Traffic Study, City staff is convinced that the Planning Board's original decision to allow the reduction in parking to eight spaces was appropriate. Given that the study confirms that the parking lot will be adequate, the project applicants are requesting that the Planning Board remove Traffic and Transportation Condition #9 from the Resolution of Approval (Exhibit 2). Condition #9 imposes additional monitoring requirements and limitations that have never been imposed on any other development in Alameda that required a modification to the parking requirements to reflect the actual parking demand for the project.

Condition #9 (on page 10 of attached resolution) reads as follows:

"In the parking lot, the following spaces shall be reserved and signage provided to instruct all users: one parking space for the property manager; three parking spaces for tenants of the housing project; and one handicapped space. This assignment of parking spaces will be a permanent legal restriction, in a form acceptable to the Public Works Director, prior to the issuance of a building permit and be enforced by the Housing Authority or delegated to the property manager. The Housing Authority, or property manager, if so delegated, will be responsible for ensuring that no more than four tenants with automobile ownership will occupy the development at all times and that the prohibition of automobile ownership for all remaining tenants will be included as an enforceable provision in the leasing agreement signed by the tenants. The Housing Authority, or property manager, if so delegated, will be required to provide the Community Development Department with an annual report confirming that this condition is being correctly enforced. At a minimum, the report shall identify the units allowed to have automobile ownership and assigned an on-site parking space, as well as documentation that a prohibition of automobile ownership is included in the rental/lease agreements for all remaining units."

Complying with these provisions will impose additional operational and reporting costs for the management of the property, which are unnecessary. Based on parking demand in similar projects for developmentally disabled tenants, the applicant and the Housing Authority believe that this condition is no longer warranted. For these reasons, staff is recommending that the Planning Board re-adopt the Resolution of Approval with the removal of Condition #9.

Public Art

AMC Section 30-65.3d exempts all non-profit projects from the City's public art requirement. For that reason, the Planning Board approval did not include requirements for public art.

Since the Planning Board approval, the applicant has informed staff that the project will include a new public art component that was not included in the prior approval. The applicant is working on a public art program with Creative Growth, an organization that employs developmentally disabled people to create art works. The project architect has identified several potential locations for art works on interior and exterior walls, along the exterior walkway, on an outdoor trellis and along an outdoor seating wall (see Exhibit 3). Some of the exterior locations can be seen from the public right-of-way while others would be visible only from inside the building. Artworks may include tile art, photography, sculpture and other media.

Staff believes that the proposed addition of art works is consistent with the prior Planning Board approval and no new further action or permit modification is required.

PUBLIC NOTICE AND COMMENTS

Property owners and residents within 300 feet of the project boundaries were notified of this amendment and a notice was placed in the local newspaper. Staff received one phone call from an immediate neighbor requesting information.

ENVIRONMENTAL REVIEW

On January 10, 2011, the City, as the lead agency undertook the required analysis of the environmental impacts of this project and based on its independent judgment and based on substantial evidence in the record, the City found the project to be exempt from CEQA pursuant to California Public Resources Code sections 21159.21, 21159.23 (Exemption for affordable housing) and 21159.24 (Exemption for infill affordable housing), as well as CEQA Guideline section 15332 (Infill development projects). Furthermore, the project does not trigger any of the exceptions in CEQA Guidelines section 15300.2 in that the project will not have any significant effects due to unusual circumstances or any cumulatively significant impacts and will not adversely impact any designated historic resources.

RECOMMENDATION

The Planning Board to approve the attached resolution removing Traffic Condition 9 for the Jack Capon Villa project located at 2216 Lincoln Avenue.

Respectfully submitted,



Andrew Thomas
Planning Services Manager

Exhibits:

1. Parking Study for Jack Capon Villa, TJKM Transportation Consultants, February, 2012
2. Revised Planning Board Resolution (deleting Traffic Condition 9)
3. Van Meter Williams Pollack, Art Opportunity Areas for Jack Capon Villa
4. Notification Map